

THE ARGUS.

Published Daily and Weekly at 1624 Second Avenue, Rock Island, Ill. [Entered at the postoffice as second-class matter.]

By THE J. W. POTTER CO.

TERMS — Daily, 10 cents per week. Weekly, \$1 per year in advance.

All communications of argumentative character, political or religious, must have real name attached for publication. No such articles will be printed over fictitious signatures.

Correspondence solicited from every township in Rock Island county.



Saturday, August 26, 1905.

Call for Democratic Congressional Convention, Fourteenth District of Illinois.

At a meeting of the democratic congressional committee of the Fourteenth district of Illinois, held at Monmouth, Ill., Aug. 16, 1905, it was ordered that a delegate convention be held at the court house in the city of Monmouth, on Thursday, Sept. 28, 1905, at the hour of 10:30 o'clock a. m., for the purpose of nominating a candidate for congress, to fill the vacancy caused by the death of C. H. R. Marsh.

The county central committee of each county, in conjunction with the congressional committee of the various counties in the district, are requested to arrange for the selection of delegates to said convention, either by holding county conventions to select such delegates, or to appoint same, at their option.

The ratio of delegates from each county will be on the basis of one delegate for every 200 votes cast for Alton B. Parker in 1904.

By order committee.
H. H. BARNES, Chm. Pro Tem.
J. W. Lusk, secretary.
(Rock Island county is entitled to 11 delegates.)

The saddest part of it all is that any arrangement for peace should be conditional upon the question of mean, sordid cash.

Well, the president made the dive under water, and we are mighty glad he got back safely. Other comments are reserved.

A Japanese philosopher has declared that contact with the western nations will hurt Japan. Probably they regard this in Tokyo as the "white peril."

If Castro continues to show his teeth it may be necessary for this country to borrow Oyama from Japan in order to save ourselves from annihilation.

No one has as yet heard any murmur from the proprietor of the Summer hotel at Portsmouth about the prolongation of the peace conferences.

The St. Louis Globe-Democrat intimates that Gov. Cummins is a grandstander. And the Chicago Tribune observes that this is the Missouri idea of the Iowa idea.

The Japanese have been able to form some adequate conception of the business of the United States of America since they were privileged to walk around Secretary Taft.

John Hauke, a farmer living near Williamsport, Pa., celebrated his 90th birthday last week by finishing four days of harvesting, in which he swung a cradle and kept up with men less than half his age. Later he had a family reunion, at which he dined with his grand-grandchildren. Mr. Hauke is the father of 12, grand-father of 46 and great-grand-father of 39, all of whom except seven are still living.

The imperial family of Japan is said to dwell together in harmony under the circumstances that would cause domestic discord, if not disruption, in an ordinary American family. Her majesty, the empress, is several years older than the mikado, and though she is the only wife he has ever had, she is not the mother of the five children—the crown prince and the four princesses—of whom the emperor is the father. In case she should become the mother of a son, which, as she is 56 years old, is exceedingly improbable, the illegitimate children of the emperor would have to stand aside. Now they are accorded the full honors due to members of the imperial family.

Albert E. Pillsbury, former attorney general of Massachusetts, on visiting the birthplace of Horace Greeley, in Amherst, N. H., noticed that there was no placard about the place to inform the public of its historical interest. Accordingly, he himself tacked on the house a card which read: "This is the birthplace of Horace Greeley." While he was engaged at this task a passing native paused to read the card, and, turning to Mr. Pillsbury, he remarked with some acidity: "The gall of some of you fellows that hev made money in the city is fairly sick'nin'. What do you suppose folks here care whether he was born on this farm or some other old farm? Them's my sentiments, Mr. Greeley, and don't you forget it."

Presidential Talk.

Collier's Weekly: Wires are at work, already, although mostly underground, for the republican nomination in 1908. Secretary Taft is undoubtedly at present in the lead, which does not mean necessarily that his is the strongest

chance. We doubt if it is much, if any, greater, than Gov. Deneen's. Deneen has been making an impressive record in his office, not only supporting wise and progressive legislation, but showing the ability to have it passed. He is at once a reformer and a man of true executive ability. He is not conservative, but he is safe. He has sometimes been "practical" in details which have caused us disquiet, but that kind of compromise seems to grow rarer with him as time and experience pass over him. Mr. Root's weakness as a candidate would be his long record in the service of corporations, which would give the democrats an easy issue if they nominated a sound but radical man like Folk. Shaw and Fairbanks do not take as serious possibilities. La Follette is likely to be deemed quite safe. Of course, there is always the dark horse, but certainly Taft and Deneen have the best of the outlook now.

The Use of "the Name of the People"

If there is one point more than another that Judge Graves settled in his ruling on the quo warranto proceedings aimed at the franchise of the Tri-City Railway company, it is that the state's attorney has some discretion in the exercise of the functions of his office, and that it is not mandatory that he permit the use of the phrase "in the name of the people" indiscriminately upon solicitation. This contention has been held all along by many who opposed former State's Attorney Weld's attitude in this particular case, where instead of appearing technically "in the name of the people," his position was in theory and practice, absolutely in opposition to the known, expressed and unmistakable wishes of the people. It was on this account that Mr. Weld, after bringing the suit, with the explanation that he had no other alternative, and declaring that at the same time to The Argus, that he would dismiss it if the company would do certain things, that he was most severely criticised.

At no time was the disposition so manifest to take issue with the relation, who simply exercised his right as a taxpayer and a citizen, which it was his privilege to do without subjecting his motive to question, as it was to disagree with the state's attorney's disposition. Should the office of the state's attorney have become involved, thus transferring a burden from the shoulders of an individual to those of the people in the prosecution of a proceeding that the people not only had no sympathy with, but on the contrary were diametrically opposed to? That was the question. Upon this score it was for the state's attorney then in office alone to decide.

The court has now held in effect that the use of the state's attorney's office for the people when the act is against the people is a misnomer, and that the official's course of action in this instance was optional rather than obligatory.

The Latter Day United States Senator.

It is now said that Henry C. Frick, the Pittsburgh steel magnate, wants to go to the United States senate as the successor of Boies Penrose. Pennsylvania has not been happy in her senators, though she persists in having the same kind. She has been up against it, so to speak, since the days of Simon Cameron. Matthew Stanley Quay was a man of ability, but he was charged with having taken money from the state treasury in order to carry out certain speculations of his own. He afterwards put the money back, but it created an awful row at the time. Frick, having more money than he knows what to do with, is ambitious to outshine Carnegie. He is a practical man of affairs and his fortune is so great that he would be relieved from trying to appropriate land, as is charged against Clark, or of hiring himself out to a corrupt ring, like Mitchell, of Oregon, or of corruption grafting, like Depew, of New York. Still, he would be the advocate of monopolists, like Aldrich, of Rhode Island, although he would be more savvy than Gas Adlrick, who is trying to break into the senate from Delaware. Great heavens, what a charge from the days of Benton, who refused to be bribed by the offer of a major general's commission if he would side with southern oligarchy, while at the same time Benton couldn't pay the dry goods bill of his family in Washington, and his daughter, Jessie Benton Fremont, couldn't get credit for a spoon of thread.

In those days the very suspicion of a bribe would have shocked the public conscience and driven the man from power. When a member of congress from Worcester, Mass., introduced a resolution into the house, stating that Daniel Webster had been presented by his admirers in Boston with \$25,000 to pay his debts, and hinting that perhaps this sum was in payment for services rendered on the tariff bill, the whole house rose in indignation. In vain Webster asked for a committee of inquiry. The house refused to grant it. They said that even to do this was to cast a suspicion upon his integrity, and they voted the resolution of inquiry a scandal. What would that congress have thought if told that a member of the senate found guilty and sentenced to jail for having joined a corrupt ring, having for its intention plundering the public land.

But those were the days when the democrats controlled the legislative halls at Washington. The democratic party was not in the power of corporations and monopolies, nor did they con-

tribute to its campaign funds. Such frauds and corruptions as exist now under the republican rule were never heard of when the democrats governed both the executive and legislative departments of the national government.

Railroad Accidents in England.

Mr. Mabin, the American consul at Nottingham, England, sends to the state department valuable information on railroading in England. His report shows that in the year 1904 only six passengers were killed by accidents on railways in the United Kingdom, and that 534 were injured. The danger in railway travel appears to be reduced to about the lowest possible minimum. From statistics kept for the past 30 years, ending with 1903, it seems that an average of one passenger was killed in 35,053,964 journeys, and one injured in every 1,100,527 journeys. In 1904, the fatalities were reduced to one in 189,758,900 journeys, and the injuries to one in 2,244,472. The risk, however, is even less than these figures, which do not take into account of season ticket holders.

Out of a total of 71,007 railway employees, seven were killed and 114 injured during 1904. The average for the preceding 30 years was 14 and 137, respectively. This comparison shows an extraordinary improvement, for the number of railway employees was much greater in 1904 than the average number in the preceding 30 years.

Improvements in rolling stock, which tend to mitigate the severity of accidents in construction of roads and in methods of operating trains have steadily increased the safety of railway traveling in Great Britain. But one of the chief causes of Great Britain's low railway accident record is the double tracking of lines. A single track is very exceptional. The rule is double, triple or quadruple tracks, thus obviously reducing to a minimum the possibility of collisions and of accidents from open switches caused by shifting trains on side tracks to wait the passing of nonstop expresses.

At the end of 1904 the total length of railway in the kingdom was 22,600 miles—mostly more than one track. The total number of collisions and derailments in the year was 217. This was the exact average of the preceding 24 years. On the surface this shows no improvement, but taking the increased railway mileage into account, it appears that in 1904 there was but one accident for every 1,239,227 train miles run, against an average of one for every 1,494,875 miles in the preceding 24 years.

RAILWAY TIPS.

The C., M. & St. P. offer first class train service to Chicago and Kansas City, from the tri-cities, sleeping car reservations made to any point desired, for further information phone any of their offices.

C., M. & St. P. Excursion Rates. Home seekers tickets on sale every Tuesday in each month to Nov. 1, 1905. To points in Iowa, Minnesota, North and South Dakota. And every first and third Tuesday in each month to other homeseekers' territory. For further information phone or call at any C., M. & St. P. ticket office.

C., M. & St. P. Summer Tourist Rates. The C., M. & St. P. railway will sell round trip summer tourist tickets daily, commencing May 15, to Sept. 30, 1905, to various summer resorts in Wisconsin. Final return limit, Oct. 31, 1905.

Old Salem Chautauqua. Eighth annual assembly will be held at Old Salem, near Petersburg, Ill., on Chicago, Peoria & St. Louis railway, Aug. 9 to 24. Program includes Hon. W. J. Bryan, Col. George W. Bain, Gov. R. M. LaFollette, Gov. Joseph W. Folk, Opie Reed, Rev. Sam P. Jones, and many other prominent speakers. Greatly reduced rates from all C., P. & St. L. railway stations. Suburban trains between Petersburg and Old Salem every 20 minutes. For complete program and further information, ask C., P. & St. L. agent, or address E. A. Williams, general passenger agent, St. Louis, Mo.

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DAILY SHORT STORY

THE GALLOWS IN THE GLOOM.

(Original.)

Didn't I ever tell you about Cy Paxson and the sheriff? No? Well, I'll tell you now.

There was a heap of excitement when Norton was found murdered, and as soon as it was known that Paxson had been with him at his cabin over night and had dug out some time before mornin' a posse got after him, found him on the road to Hunkers, brought him back, tried him and convicted him before the excitement had had time to cool. They was golt' to string him up at once when his wife come and plead so hard for a little time with him before he left her that she, bein' a woman, got 'em to give three days. Meantime the prisoner was kep' in a barn, with two citizens to watch.

Alf Baker and me was friends of Norton's, and I was a friend of the Paxsons. Molly, she come to me, wringin' her hands, and begged me to do somethin'. I'd 'at taken Cy's place at the end of the rope if I could, but, of course, I couldn't, so I made up my mind to die tryin' to help him break jail. I went to Alf Baker, who was a level headed sort of a feller, to git points how to go to work. He laid out a plan and agreed for the woman's sake and not believin' Cy guilty to help me out with it.

The first thing he did was to go blusterin' around, sayin' he didn't believe they was golt' to punish Cy for killin' Norton nobow and let on as if he 'spected they'd contrive to let him escape. In this way he got himself put on to watch the prisoner with another man. Durin' the evenin' Alf sent the feller off for some tobacco, unlocked the door and told Cy to come out. I waitin' in the road with three horses.

There's no doubt we'd a got Cy away if we hadn't struck a streak o' bad luck. First, my boss got a stone into his shoe and we lost all of ten minutes gittin' it out. Then, the night bein' dark as pitch, we got off the road. By the time we'd got back on to it we'd lost half an hour more. But what did the business for us was the lamn' o' the boss Cy was ridin'. This was about 3 o'clock in the mornin' when we was comin' to the railroad. We pulled up and was feedin' of the critter's leg when we heard a faint sound o' gallopin' hoofs.

It seemed as if the game was up. I heard a moan from Cy and saw him starin' at somethin' loomin' agin the sky. I looked and saw a gallows with a man swingin' to it. I couldn't believe it. It must 'a been a phantom gallows set up by the murdered man to mock his murderer.

"Look!" I said in a whisper to Alf. Alf looked at it for a few moments without sayin' a word. Then an idea seemed to strike him, and tellin' Cy to hide in the bushes and me to come along he rides back to meet them that was comin'. When we was a hundred yards apart he called on 'em to halt. They pulled in and we chinned. They was the sheriff and the man that Alf had sent for tobacco. When he'd gone back and found the barn empty he hurried to the sheriff and reported the escape. Then the two of 'em, without waitin' for any one else, had hurried over the only road we could well have taken and followed us. Alf told 'em who we was.

"We didn't believe you meant business," he said, "so we allowed we'd do the job ourselves."

"What job?"

"Why, hangin' that galoot Cy Paxson for the murder of the best friend I ever had."

"You hang him?"

"You bet."

"What have you done with him?"

"He's swingin' jist back there."

"Well," said the sheriff after some thought, "we'll go and see. If you ain't lyin' we'll take the body home."

"You can see if you like, but as to takin' the body back we'll take care of that ourselves." You see, we both think a heap o' Molly Paxson, and, although we hadn't said nothin' to her—hain't made no promises—she's golt' to have a chance to give the man she loved a Christian burial. Now, we'll show you the body hangin' to the gallows we come out here and set up yist'day. But you shan't go a step further without a promise that you've seen it you'll go home peaceable."

Well, the sheriff he talked awhile, but Alf stood pat, and he knowed Alf wasn't to be trifled with, so at last it was settled. We rode back till we could dimly see that that time in the mornin', and we all felt creepy.

"Well," asked Alf, "air you satisfied?"

"Reckon," said the sheriff, "I don't want to rob a poor woman of a little comfort, and now that the law's been enforced I've nothin' more to do with the case."

The two of 'em rode away. Alf and I waited till they was outen hearin', then we larted and larted till we remembered poor Cy, when we rode on and called to him. We give him the best hoss and told him to light out. Then me and Alf rode back.

Alf let me break the good news to Molly, and when she fell on my neck with tears of joy and gratitude I felt queer all over.

That same day the real murderer was arrested covered with blood and with Norton's watch and money on him.

The explanation? Why, 'twasn't no gallows. It was a post for shippin' mail on to express trains with a mail bag hangin' to it.

W. LE ROY WISE.

AMUSEMENTS.

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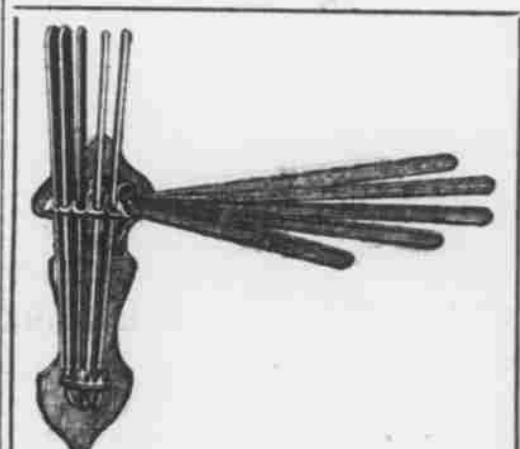
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